REMARKS

Reconsideration and allowance are respectfully requested.

Claims 28-44 are pending, with claims 38-44 being new. Claim 27 has been cancelled without prejudice or disclaimer.

The abstract has been amended as suggested by the Examiner. In view of this, it is respectfully requested that the objection to the abstract be withdrawn.

The specification has been amended to update the status of the parent application. In view of this, it is respectfully requested that the objection to the disclosure be withdrawn.

Claims 27-30, 32, 33, 35 and 36 stand rejected under §102(b) as being anticipated by Gregoire.

Claims 27, 28, 31, 32, 34 and 37 stand rejected under §102(b) as being anticipated by Eickmann.

Claim 28 has been amended to be independent and to include the limitations of claim 27. As amended, claim 28 requires:

> 28. A method for the control of at least one engine of an aircraft having at least two engines supplying motive thrust to the aircraft, wherein an amount of at least one of energy, fluid and other media that is at least one of supplied to and taken from the engine, is altered to alter thrust from that engine with respect to a thrust from at least one other engine to alter trimming of a rudder of the aircraft, wherein the at least one of the energy, fluid and other media is generated by and taken from the engine at a rate controlled to provide a desired yaw force to the aircraft.

Neither Gregoire nor Eickmann, alone or in combination disclose or suggest such a method.

First, Gregoire does not recognize the issue of altering the thrust of an engine with respect to another engine to alter trimming of a rudder of the aircraft. Rather, Gregoire is

solely concerned with providing additional motive thrust from the engines of a multi-engine aircraft (or even from the engine of a single engine aircraft; col. 5, lines 25-32), in the event of a failure of one engine, to compensate for the lost thrust of the failed engine during the critical take-off period. It does this by immediately disconnecting auxiliary units from all engines (for instance, by shutting off bleed air from the engines to the auxiliary systems) to increase the thrust of all (or at least the good) engines. This system only operates during take-off and initial climb-out of the aircraft. See col. 3, lines 1-22. There is no disclosure or suggestion that "the at least one of the energy, fluid and other media is generated by and taken from the engine at a rate controlled to provide a desired yaw force to the aircraft."

Eickmann does disclose altering the thrust of propellers 8 and 9 with respect to one another (col. 3, line 1-6). However, such propellers 8 and 9 (and fluid motors 6 and 7) are powered by separate and remote fluid flow producing means 1. The fluid motors 6 and 7 and propellers 8 and 9 supplying motive thrust to the aircraft as required by amended claim 28 do not generate pressurized fluid and there is no disclosure or suggestion that "the at least one of the energy, fluid and other media is generated by and taken from the engine at a rate controlled to provide a desired yaw force to the aircraft."

In view of the above, it is believed that neither Gregoire nor Eickmann, alone or in combination, anticipate or render obvious claim 28, as amended, and it is respectfully requested that the rejections of claim 28 be withdrawn. Claims 29-31 and 44 depend from claim 28 and are believed allowable for the same reasons as claim 28, and for the further limitations contained therein.

Claim 32 has been amended to be independent and to include the limitations of claim 27. As amended, claim 32 requires:

> 32. A method for the control of at least one engine of an aircraft having at least two engines supplying motive thrust to the aircraft, wherein an amount of at least one of energy, fluid and other media that is at least one of supplied to and taken from the engine, is altered to alter thrust from that engine with respect to a thrust from at least one other engine to alter trimming of a rudder of the aircraft, wherein the at least one of the energy, fluid and other media is supplied to the engine at a rate controlled to provide a desired yaw force to the aircraft, such supply reducing a need of the engine for self-generation of at least one of the energy, fluid and other media.

Neither Gregoire nor Eickmann, alone or in combination disclose or suggest such a method.

First, Gregoire does not recognize the issue of altering the thrust of an engine with respect to another engine to alter trimming of a rudder of the aircraft. Rather, Gregoire is solely concerned with providing additional motive thrust from the engines of a multi-engine aircraft (or even from the engine of a single engine aircraft; col. 5, lines 25-32), in the event of a failure of one engine, to compensate for the lost thrust of the failed engine during the critical take-off period. It does this by immediately disconnecting auxiliary units from all engines (for instance, by shutting off bleed air from the engines to the auxiliary systems) to increase the thrust of all (or at least the good) engines. This system only operates during take-off and initial climb-out of the aircraft. See col. 3, lines 1-22. There is no disclosure or suggestion of supplying any additional energy, fluid or other media to an engine to alter thrust to alter trimming of a rudder of the aircraft, let alone, any disclosure or suggestion that "the at least one of the energy, fluid and other media is supplied to the engine at a rate controlled to provide a desired yaw force to the aircraft, such supply reducing a need of the engine for self-generation of at least one of the energy, fluid and other media." The reduction in need of the

engine for self-generation of at least one of the energy, fluid and other media increases the thrust from the engine.

Eickmann does disclose altering the thrust of propellers 8 and 9 with respect to one another (col. 3, line 1-6). However, such propellers 8 and 9 (and fluid motors 6 and 7) are powered by separate and remote fluid flow producing means 1. The fluid motors 6 and 7 and propellers 8 and 9 supplying motive thrust to the aircraft as required by amended claim 32 do not generate pressurized fluid and there is no disclosure or suggestion that "at least one of the energy, fluid and other media is supplied to the engine at a rate controlled to provide a desired yaw force to the aircraft, such supply reducing a need of the engine for self-generation of at least one of the energy, fluid and other media."

In view of the above, it is believed that neither Gregoire nor Eickmann, alone or in combination, anticipate or render obvious claim 32, as amended, and it is respectfully requested that the rejections of claim 32 be withdrawn. Claims 33-36 depend from claim 32 and are believed allowable for the same reasons as claim 32, and for the further limitations contained therein.

Claim 37 has been amended to be independent and to include the limitations of claim 27. As amended, claim 37 requires:

> 37. A method for the control of at least a first engine and a second engine of an aircraft having at least two engines supplying motive thrust to the aircraft, wherein an amount of at least one of energy, fluid and other media that is at least one of supplied to and taken from the engines, is altered to alter a respective ratio of thrust between the engines to alter trimming of a rudder of the aircraft, wherein at least one of the energy, fluid and other media is generated by and taken from the first engine and at least one of the energy, fluid and other media is supplied to the second engine.

Neither Gregoire nor Eickmann, alone or in combination, disclose or suggest such a method.

First, Gregoire does not recognize the issue of altering the thrust of an engine with respect to another engine to alter trimming of a rudder of the aircraft. Rather, Gregoire is solely concerned with providing additional motive thrust from the engines of a multi-engine aircraft (or even from the engine of a single engine aircraft; col. 5, lines 25-32), in the event of a failure of one engine, to compensate for the lost thrust of the failed engine during the critical take-off period. It does this by immediately disconnecting auxiliary units from all engines (for instance, by shutting off bleed air from the engines to the auxiliary systems) to increase the thrust of all (or at least the good) engines. This system only operates during take-off and initial climb-out of the aircraft. See col. 3, lines 1-22. There is no disclosure or suggestion of supplying any additional energy, fluid or other media to an engine to alter a respective ratio of thrust between the engines to alter trimming of a rudder of the aircraft, let alone, any disclosure or suggestion that "at least one of the energy, fluid and other media is generated by and taken from the first engine and at least one of the energy, fluid and other media is supplied to the second engine."

Eickmann does disclose altering the thrust of propellers 8 and 9 with respect to one another (col. 3, line 1-6). However, such propellers 8 and 9 (and fluid motors 6 and 7) are powered by separate and remote fluid flow producing means 1. The fluid motors 6 and 7 and propellers 8 and 9 supplying motive thrust to the aircraft as required by amended claim 37 do not generate pressurized fluid and there is no disclosure or suggestion that "at least one of the energy, fluid and other media is generated by and taken from the first engine and at least one of the energy, fluid and other media is supplied to the second engine."

In view of the above, it is believed that neither Gregoire nor Eickmann, alone or in combination, anticipate or render obvious claim 37, as amended, and it is respectfully requested that the rejections of claim 37 be withdrawn. Claims 38-43 depend from claim 37 and are believed allowable for the same reasons as claim 37, and for the further limitations contained therein.

In view of the above, it is believed that the subject application is in condition for allowance and such a Notice is respectfully requested. Should anything else be needed to place the application in condition for allowance, the Examiner is kindly requested to contact the undersigned.

Respectfully submitted,

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CERTIFICATE OF MAILING BY FIRST CLASS MAIL (37 CFR 1.8)

I hereby certify that this Amendment is being deposited with the United States Postal Service as first class mail in an envelope addressed to: The Commissioner of Patents and Trademarks, P.O. Box 1450, Alexandria, VA 22313-1450 on June 20, 2005.

Timothy J. Klima